

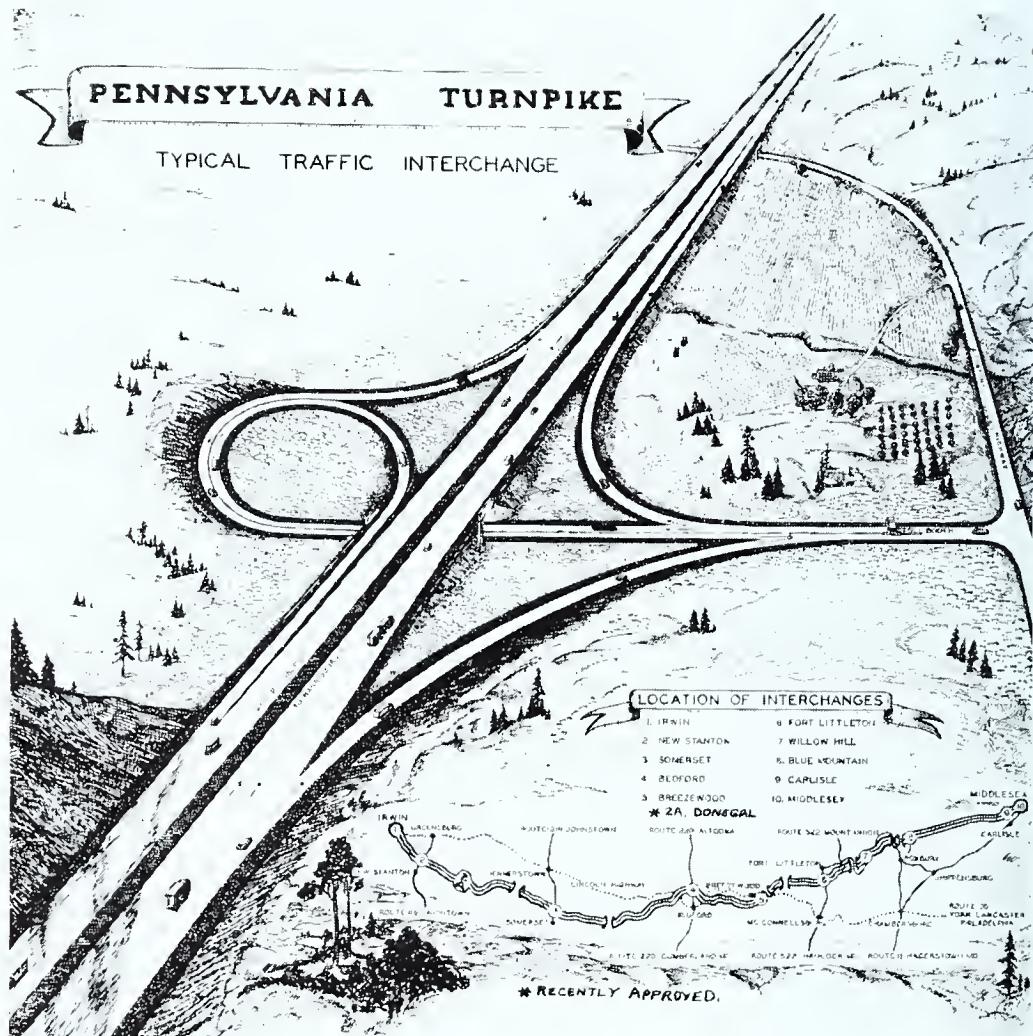
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PENNSYLVANIA TURNPIKE



HARRISBURG TO PITTSBURGH

A MOTORIST'S DREAM COME TRUE!



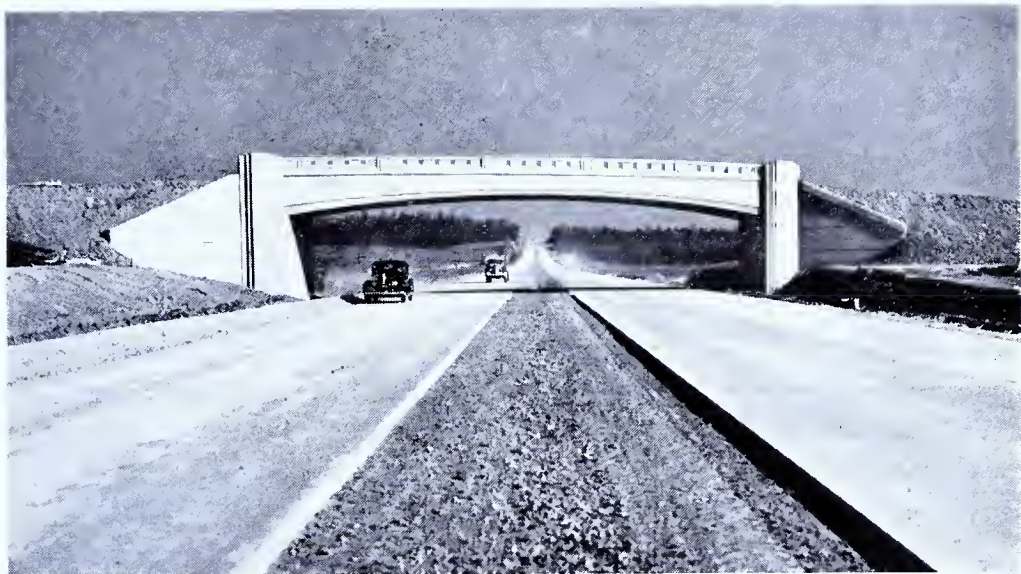
Above is the design of a typical interchange on the PWA-RFC financed Pennsylvania Turnpike between Harrisburg and Pittsburgh.

The design features incorporated in the interchanges and in the rest of the roadway are such that it is physically impossible to have certain types of accidents.

Eleven such interchanges are located at selected points of exit and entrance. The design shows how direct cross-flow traffic is avoided by means of looping ramps, eliminating the cause of many accidents. To enter the Turnpike at one of these interchanges along the route, the driver turns in a spur road which leads off an existing state highway. There is only one entrance and exit provided for each interchange thereby eliminating any confusion in the driver's mind. If going to Harrisburg he turns right on the first ramp or accelerating lane leading into the Turnpike proper. If going to Pittsburgh, the driver proceeds through the structure under the Turnpike, turns right and this lane of traffic leads west to Pittsburgh as arrows indicate. Directional signs will keep traffic on proper lanes.

These interchanges will cause two important economic effects—they will serve the communities already established at their locations, and they will further develop those communities. They will enable farmers, manufacturers, and business men of the locality to utilize the Turnpike as the most economical and safe route for speedy delivery to market, and thereby will advance those interests already established. Realization of these advantages will in turn attract other business men and manufacturers to the area in the future.

THE TURNPIKE SERVES



Previewing advantages and pleasures of driving over the Pennsylvania Turnpike are Commission officials and contractors' truck drivers shown on this nearly finished stretch in Cumberland county. The glistening concrete bridge is a typical overhead grade separation structure.

DESCRIPTION OF TURNPIKE

LOCATION:

The Pennsylvania Turnpike—America's pioneer tunnel super-highway—stretches 160 miles through the Appalachian Mountains, linking Harrisburg, the State Capital, with the great Pittsburgh industrial area. The route of the Turnpike westward leaves U. S. Route 11 at Middlesex, Cumberland County, and extends in a southwesterly direction, crossing the Lincoln Highway near Breezewood, and continuing in a westerly direction parallel to and somewhat south of the Lincoln Highway to Bedford. Here it crosses the Lincoln Highway in the Bedford Narrows, looping north of Bedford and again crossing the Lincoln west of the town. Then it continues westwardly to the town of Somerset, and thence to Irwin, the western terminus. This location will serve a considerable area not previously reached by through highways, and which heretofore lacked direct and economical transportation facilities to industrial centers in the east and west. The western terminus is approximately 11 miles east of metropolitan Pittsburgh.

ROADWAY:

The Turnpike is a modern four-lane concrete highway, with east-west traffic separated by a 10-foot center parkway. Width of each traffic lane is 12 feet. Throughout its length the highway consists of divided dual-lane roadways of 24-foot width, that is, one 24-foot lane each for east and west traffic. In the seven tunnels the roadway section reduces to two traffic lanes. The Turnpike is built over a minimum 200-foot right-of-way, graded 78 feet wide in the open. A 10-foot shoulder is on each side of the open roadway. In cuts, the berms are seven feet with three-foot drainage ditches on the outside.

TUNNELS:

There are seven tunnels on the route. Six of these were partially bored by the old South Penn Railroad more than 50 years ago. One is entirely new. The total length of all the tunnels is approximately seven miles. Every device known to engineering has been included in construction of the tunnels to insure safety, comfort and speed. Huge fans installed in the tunnel portal buildings will constantly guarantee an adequate supply of pure air.

POINTS OF ENTRY:

Access to the Turnpike is provided at the east and west termini, Middlesex and Irwin, respectively, and at nine intermediate points. These points of exit and entrance were selected to serve major north and south routes. Direct cross-flow is avoided by means of looping ramps, eliminating the cause of many accidents. One ticket booth is located at each interchange to take care of both the incoming and outgoing traffic. All interchanges are so located that approaching traffic can look down on them and readily picture the layout. Deceleration and acceleration lanes are provided at each interchange and are 1200 feet long, set parallel to and contiguous with the paving. These lanes give ample time for slowing down traffic from high speed for leaving the Turnpike and time-distance for picking up speed to enter the Turnpike proper before encroaching on the normal flow of traffic.

STRUCTURES:

Erection of structures, including grade separation and stream bridges, presented a major problem to the Turnpike Commission. Because no other highway is permitted to cross the Turnpike at grade, it was necessary to build 160 overpasses and underpasses to carry cross roads over or under the Turnpike. To span streams and rivers along the way, 139 bridges were required, ranging from six-foot culverts to a 600-foot viaduct. In planning these structures, strength, economy, and beauty were combined in effective designs. Most of the structures are of reinforced concrete, but structural steel also was used in a number of long spans.

GRADES AND CURVES:

The maximum grade on the Turnpike is three per cent; that is, three feet of rise in every 100 feet. This is remarkable when considering the mountainous terrain through which the line passes. More than two-thirds of the Turnpike mileage—110 miles—is on tangent, that is, a straight line. The maximum curvature is six degrees with a radius of 995 feet. Allowing for ample sight distance, curves are provided with super-elevation and spiral easement adding to the driving comfort and convenience of the motorist.

DESIGN:

Unlike the existing highway systems of the United States, where design standards fluctuate every few miles depending upon the date of construction, the Turnpike was designed and constructed on the basis of being a single design problem. Therefore, uniformity in design was maintained throughout the entire 160-mile length of the project. Every effort was directed towards presenting uniform and consistent operating conditions to the motorist.

TURNPIKE A PUBLIC NECESSITY

Stream-lined Superhighway to Meet Modern Transportation Demands

The history of roads in Pennsylvania is in essence the history of roads in the United States. They received most of their early impetus for development from military reasons, reaching out and protecting the pioneers as they moved westward.

History tells us that civilization and progress always advanced with the development and extension of new transportation facilities, whether they be roads, waterways, railroads, or airlines. In exactly the same way, the Pennsylvania Turnpike—a divided, four-lane highway which will be opened to traffic in the summer of 1940—will be a major factor in national progress. Even in the first year of construction, the project greatly stimulated employment, shipping, purchases of materials and supplies, and construction and the manufacturing industries in this state.

Since the beginning of the westward march of civilization across the United States, the formidable mountain ridges of the Appalachians have imposed natural barriers on travel and transportation between the Atlantic seaboard and the middle west. These mountains, ranging in altitude from 2,000 to 3,000 feet, cross central Pennsylvania in a north-east—south-west direction, continuing at one end into New York and New Jersey, and at the other into Maryland and south to Georgia.

Pennsylvania's two major east-west highways solve this problem in a limited way. The Lincoln crossing the mountains directly on steep grades; the other, the William Penn, following the winding Juniata River to its headwaters, crossing one mountain—the Allegheny—then descending to Pittsburgh through rolling hill Country. Both routes have obvious limitations, the Lincoln having many grades as steep as eight and nine per cent, the William Penn having a few steep grades with many curves and a longer route between Philadelphia and Pittsburgh. Both routes for the most part between Harrisburg and Pittsburgh consist of two narrow traffic lanes over which it is oft-times difficult and hazardous to pass slow-moving vehicles traveling in the same direction. They are familiar to most Pennsylvania motorists. In their day, the two highways made transportation history in Pennsylvania. But the fact must be faced that they no longer can adequately cope with the ever-growing traffic and must continually be rebuilt and improved to meet the increasing demands. In winter, late autumn and early spring, these roads are often covered with snow and ice and the motorist must constantly face the hazards of fog, rain and snow in the mountains. Notwithstanding these adverse conditions, more than 3,500,000 vehicles travel the east-west routes of Pennsylvania each year.

With completion of the Turnpike this year, Pennsylvania will be freed once and for all of these natural barriers. To the state and to the nation at large—to the trucking industry and to the millions of motorists who use the highways daily—the resultant benefits will be incalculable. Chief attractions of

the Turnpike will be great savings in time—and time is money in the hurried tempo of the present day—and in operating expenses. Consulting traffic engineers have estimated that heavy trailer-trucks, from 30,000 to 62,000 pounds, will save up to \$27 on a through trip over the Turnpike instead of over existing routes. Also of utmost consideration to the traveler will be the safety features of the Turnpike which have been so designed as to make it virtually a "fool-proof" highway. All the dangers inherent in many of the existing highways have been eliminated and only the driver's own shortcomings will be responsible for any accidents.

The fact that this is the greatest single highway project ever attempted in the history of the United States should give an idea of the longstanding need for this highway. Engineers have long dreamed but never before attempted construction of a superhighway through such a high mountainous region, piercing the mountains with seven tunnels to eliminate grades and provide operating conditions never before experienced. These tunnels, comprising six of the abandoned South Penn Railroad and an entirely new boring, will provide year-round all-weather passage over a low-grade route.

Approximately 80 per cent of all passenger car traffic on existing Pennsylvania highways, except on weekends and holidays, is composed of persons driving their automobiles in the actual pursuit of business. With the increasing use of motor vehicles, it is self-evident that these and many others will utilize the manifold advantages of the Turnpike to the fullest extent. Experience has shown that the introduction of an improved highway route, bridge or vehicular tunnel tends to create traffic which did not exist prior to the improvement. On the Turnpike, much of the traffic will be "induced" travel. At the same time, travel on the state highways system as a whole is expected to continue its normal growth of about five per cent a year.

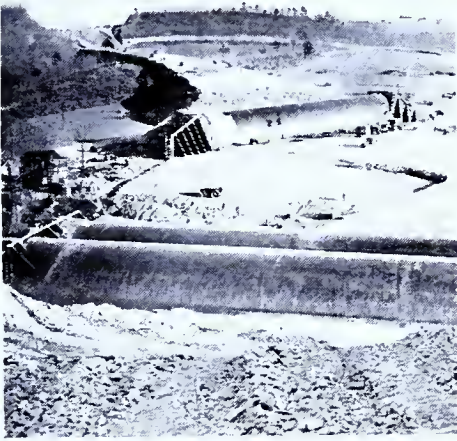
Commodities necessary for the economic inter-relation of regions will move over the Turnpike and find ready and convenient distribution to the smaller communities through connecting routes. This express traffic will not interfere with the normal local traffic, but will serve to relieve the congestion of the towns it by-passes. An economic life-line in time of peace, the Turnpike, too, will serve as an important artery for national defense.

Every careful observer of history has seen how real estate advances in value, how new communities spring up along such facilities. Over the old Lancaster Turnpike opened 150 years ago, there flowed an unending stream of immigrants on their way from Philadelphia to settle the inland areas of the nation. The old Cumberland Road was another major factor in the westward march of empire.

Then again it is a matter of historical record that construction of the Erie Canal through New York State in the beginning of the last century advanced that state's commerce so rapidly that Pennsylvania was forced to build its own canal in competition. With completion of the Erie canal, the port of New York won leadership over Philadelphia, which had before been pre-eminent. Pennsylvania has never regained the leadership that it lost when New York got ahead of this state.

Pennsylvania will regain a large measure of that lost leadership by construction of the Pennsylvania Turnpike.

GIANT'S CAUSEWAY



Dwarfing men and machines, the 100-foot fill in the foreground rises swiftly near Everett, Bedford county, as rock is brought from the 153-foot Clear Ridge cut in background. Note structures.

AVOIDS TUNNEL



Slashing a 73-foot gash through high Negro Mountain, the Pennsylvania Turnpike by this cut avoids use of a half-finished tunnel hidden by trees at the left. This engineering triumph saves money.

A BRIDGE BUILDER'S DREAM



Largest bridge on the Turnpike is this 600-foot viaduct at New Stanton, in Westmoreland County. This imposing structure, built of reinforced concrete, spans a 1400-foot valley to carry the Turnpike over two highways, a railroad, and Sewickley Creek.

YESTERDAY

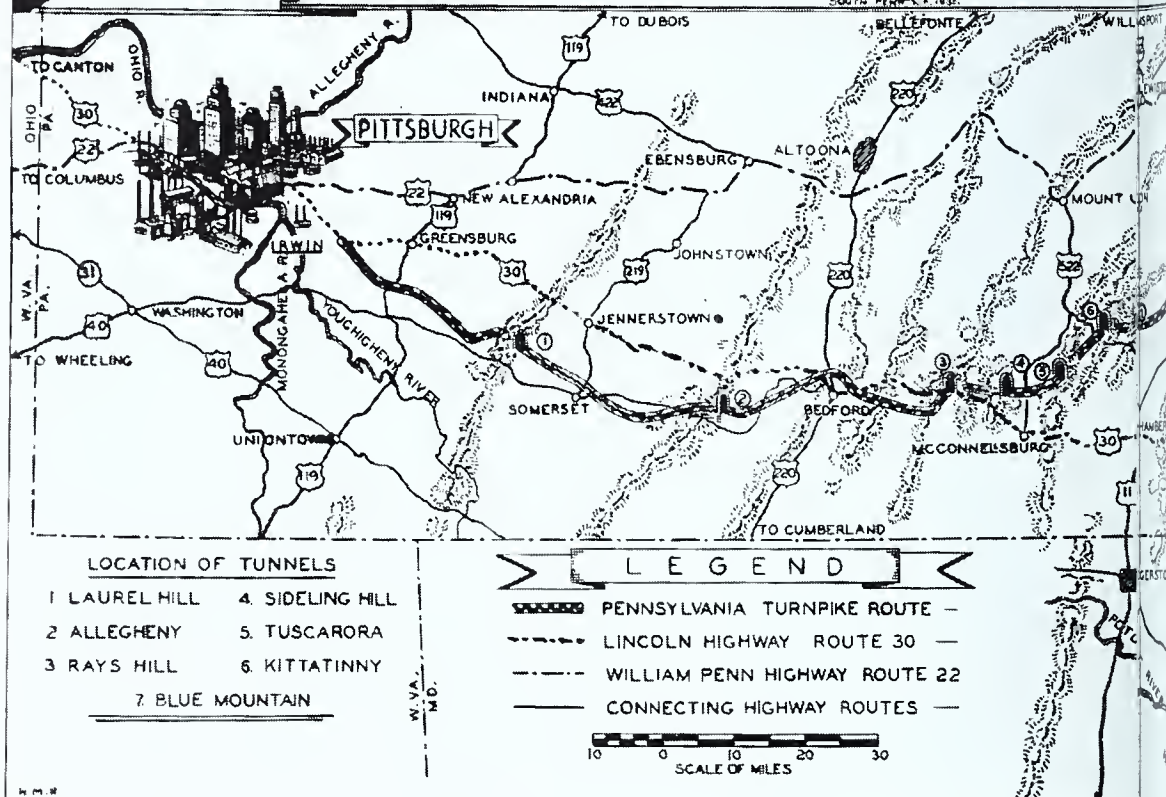


Above is East Rays Hill tunnel as it looked after having lain in abandonment for more than 50 years. Note how debris has clogged up the entrance in the passing years.

TODAY



Again the task of overcoming the mountain barriers is taken up. Above picture shows start of construction at East Kittatinny tunnel, another original boring of the old railroad.



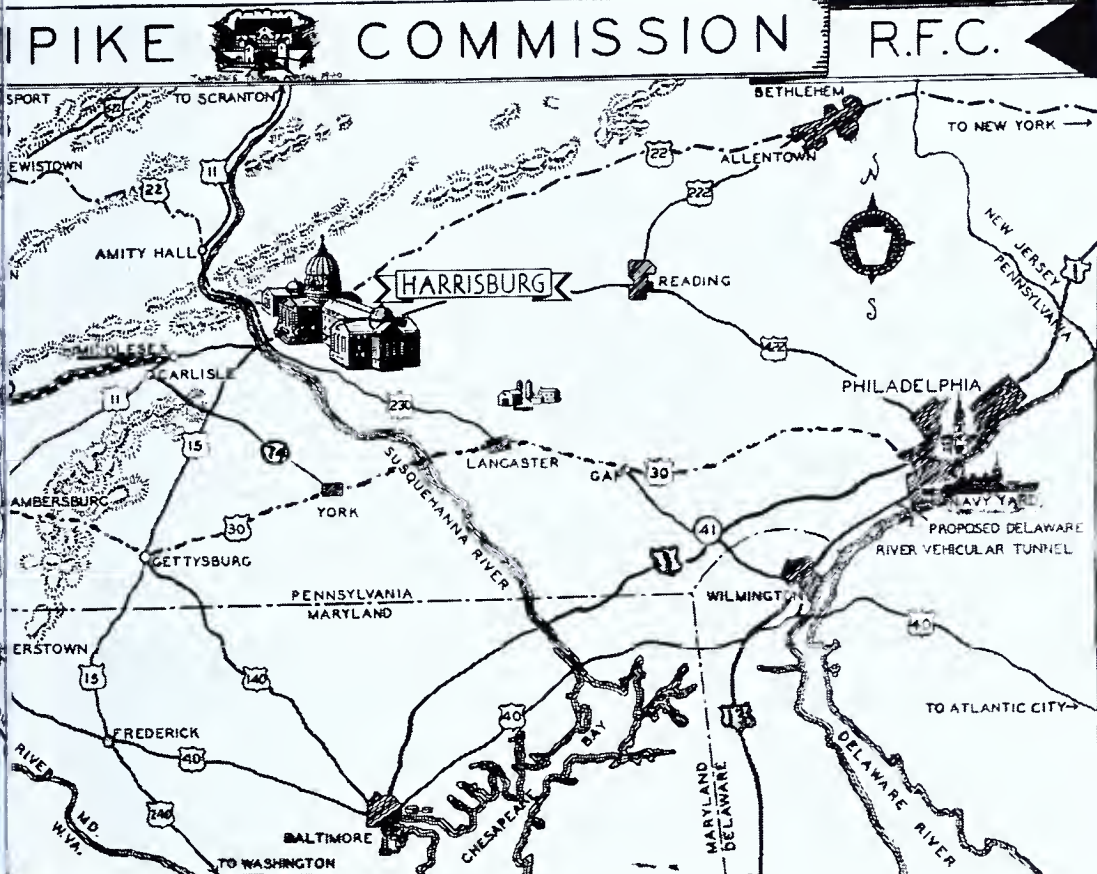
ADVANTAGES OF TURNPIKE OVER

The Pennsylvania Turnpike will meet one of the country's greatest needs—safe and rapid motor transportation through the Appalachian Mountains.

Furthermore actual savings in money will be made possible for all who use it. And money savings naturally appeal to owners and operators of motor cars. This is primarily significant in the operation and maintenance of trucks. On the present highways it is sometimes necessary to transfer heavy freight loads to specially equipped high-powered trucks for the trip over the mountains. Much of the trip also must be made in second or low gear. On the Turnpike, however, the heaviest modern truck will travel the entire 160 miles in high gear.

Seventy trucking companies interviewed by the Commission's Traffic Engineers agreed that substantial monetary savings will result from use of the Turnpike in the following particulars:

1. Safe operation at higher speeds in all kinds of weather.
2. Reduced fuel cost.
3. Reduced tire cost. (Because of lower grades and reduced braking effort.)
4. Reduced maintenance cost. (Because of lower grades and reduced curves, with resulting lessening of strain on transmission, brakes and engine.)
5. Utilization of lower powered trucks for the same pay load and of increased pay load for present size of unit.
6. Saving of time ranging from two to six hours per trip between Harrisburg and Pittsburgh.
7. Reduction of accidents with corresponding saving in insurance rates.
8. Trucks and other slow moving vehicles will use the outside lane.



OTHER EAST-WEST ROUTES

Heretofore, many trucking companies operating between the eastern seaboard and the mid-west have preferred to use the longer but comparatively level New York routes, completely skirting Pennsylvania, to avoid this state's steep grades and curves. With completion of the Turnpike, great fleets of transport trucks that formerly avoided Pennsylvania will now utilize the superhighway.

Comparative measurements covering the Turnpike and the best routes now available through New York State show that vehicles diverted to the Turnpike will save up to 314 miles in traveling from the eastern cities to the mid-west. This is equivalent to at least 15 hours' running time for each one-way trip.

The influx of induced traffic will bring hundreds of thousands of dollars in new business in Pennsylvania oil and gas companies, hotels, restaurants, and other business establishments. Tourists from far and near will use the Turnpike to see the magnificent mountain views, increasing the businesses that cater to that trade.

While there will be some monetary savings in the operation of passenger cars, the principal reason why such motorists will use the Turnpike is because of the added convenience, safety and comfort as well as saving in time. The Turnpike will eliminate 90 per cent of all causes of accidents—no head-on collisions, no side-swiping, no grade crossings or intersections, no striking of pedestrians or stationary objects along the right-of-way. Hazards of snow, ice and fog now found on roads over the mountain at nearly all seasons of the year are practically eliminated on the superhighway. The Turnpike is above flood levels, thus insuring access to and from Pittsburgh in event of recurrence of disastrous floods.

THE PENNSYLVANIA TURNPIKE COMMISSION

Creation, Financing, Engineering & Construction

The 1937 General Assembly passed a bill that was destined to write road-building history in the United States. It created a plan that will be the basis for the much-needed national super-highway system over which state and federal legislators have been struggling for years.

The bill created the Pennsylvania Turnpike Commission, giving it authority to construct, operate, maintain and finance a self-liquidating superhighway between Middlesex, Cumberland County, and Irwin, Westmoreland County. (Harrisburg to Pittsburgh.)

To its proponents, enactment of the law (Act 211) had brought to near-realization more than a half century of dreaming—the thought that the abandoned roadbed and tunnels of the defunct South Penn Railroad could be put to practical use.

A great obstacle still had to be overcome before their dream could actually become a reality. In effect, the Legislature said "Build a 160-mile super-highway halfway across the State of Pennsylvania—and also raise the money with which to do it!" The task was given to a five-man commission appointed by the Governor who designated Walter A. Jones, of Pittsburgh, as Chairman. The other four present members are Charles T. Carpenter, of Glenmore; Frank Bebout, of Monongahela; Thomas J. Evans, of Coaldale; and Secretary of Highways, I. Lamont Hughes, of Pittsburgh, who is ex-officio member.

The Commission members knew full well that this was no ordinary highway project; in fact, it was to be the first self-liquidating super-highway in the United States and also the Country's longest stretch of grade-separated highway. Taking up the task of effecting the necessary financing arrangement, the Commission offered bonds to private bankers. Subsequently, however, it was decided that several millions of dollars in interest payments could be saved if the Federal Government would lend financial assistance because of the military value of the highway in the nation's defense program.

A total of \$70,050,000 was finally made available by the federal government in this manner: the Reconstruction Finance Corporation purchased the Commission's bonds totaling \$40,800,000 and the Public Works Administration made an outright grant of \$29,250,000.

The outstanding feature in financing this great project, every dollar of which has been put into Pennsylvania from Federal funds, is the fact that the PWA, under the direction of the Hon. Harold L. Ickes, Secretary of the Interior, at the suggestion of President Roosevelt made the outright grant without which this super-highway would never have been built. The PWA has from the beginning, first under the direction of Administrator Ickes, who was born within a few miles of the right-of-way of this project, and now under the direction of Hon. John M. Carmody, Federal Works Administrator, also a native of Pennsylvania, lent every aid to the Turnpike Commission to the end that the project be finished within the time required by the grant agreement.

The Commission's bonds pay three and three-quarters per cent interest and are to be amortized by privilege-fare tickets sold to users of the highway. They

are dated for 30 years but traffic engineers consulted by the Commission have reported after exhaustive traffic counts and surveys that the volume of traffic on the Turnpike will be sufficient to retire the bonds in a much shorter period. After the bonds are entirely redeemed, the Turnpike will become a part of the state highway system.

The Commonwealth itself does not participate in any form of guarantee, nor is its credit back of the bonds. Yet, the first block of \$10,000,000 worth of bonds offered to private investors was over-subscribed by \$6,000,000, indicating their desirability for sound investments.

Under the tentative fare structure, the average rate for passenger cars was fixed at \$1.25 to \$1.50 and for trucks \$4.00 to \$10.00 per through trip. For vehicles traveling less than the full length of the Turnpike, charges will vary from one cent per mile for passenger cars to four cents per mile for heavy trucks. The heaviest rate, \$10.00, will be on heavy trailer-trucks from 30,000 to 62,000 pounds. Consulting traffic engineers estimated that 1,300,000 vehicles of all types will use the Turnpike the first full year of operation, and that the traffic will increase to 2,070,000 by 1945. They estimated that the revenues will be \$2,670,000 for the first year, building up to more than \$4,000,000 in 1945.

With the establishment of the Commission, central offices were located in Harrisburg, and all administration and engineering activities were directed from this point through four field offices located in Shippensburg, Everett, Somerset and Mt. Pleasant. Samuel W. Marshall, formerly Chief Engineer of the Department of Highways, was appointed Chief Engineer of the Turnpike, and John D. Faller was named General Counsel and Secretary-Treasurer. PWA and RFC each established complete units in Harrisburg, including their own engineers, attorneys, and auditors, to assist the Commission in inspection and approval matters. In charge of the PWA unit is James F. Murphy as Project Engineer. Col. F. E. Lamphere is Inspecting Engineer for the RFC office.

Despite the magnitude of the project, one of the most rigid time limits in the history of road-building was established for its completion. With approximately 26,000,000 cubic yards of earth and rock to remove, and 4,300,000 square yards of reinforced concrete paving to place, in the limited period of about 20 months—PWA fixed June 29, 1940, as the date for substantial completion—the contractors necessarily had to use what amounted to the greatest concentration of road-builders' equipment on a single highway job in the east. It has been estimated that the equipment used on the Turnpike up to completion represented an investment of about \$25,000,000.

Thus, speed immediately became the essence of the project. The old rule that one-eight-hour shift per day—a daylight shift—was a day's work on a road job was quickly discarded. On the Turnpike, two eight-hour shifts were usual, and three shifts per day were worked on many open cut excavation contracts. Tunnel contracts were operated on a three-shift basis. Flood lights were used at night by some grading and paving contractors to permit operations on a three-shift basis.

At the outset, the first contract was cleared in record time. The Commission received final notice on October 10, 1938, that PWA and RFC had agreed to jointly finance the project. Plans were immediately rushed to completion for the first contract covering 10 miles of grading and drainage and structures. The

section was advertised on October 14th, bids were received on October 26th, and the contract was awarded the same day. On October 27th, the following day, the contractor started operations. In the short period of four days' time, the Commission had fully complied with the starting date established by the PWA grant agreement.

The spectacularity of the Turnpike construction is further illustrated by the fact that the Commission was allowed 20 months to build a road that under normal highway building practices takes from three to four years to complete. The entire project ranks with such other huge construction jobs as Boulder Dam, Fort Peck Dam, and Grand Coulee Dam. Not only was the construction cost of the Turnpike of the order of any of those projects, but 10 times as many contractors, using about 10 times as much equipment, were engaged in building the super-highway as for either of those dams.

HISTORICAL BACKGROUND

Completion of the Pennsylvania Turnpike will crown with realization a century of dreaming. During the last 100 years, probably a dozen attempts were made to link the east and west by railway along the line now followed by the super-highway. All failed, but each contributed something to the task undertaken by the Pennsylvania Turnpike Commission.

But even before railroads were invented, the advantages of the southern route between the seaboard and the Ohio River were recognized. As early as 1755 Col. James Burd, a Pennsylvania frontiersman, was instructed to cut a wagon road from Shippensburg to Pittsburgh, to aid General Braddock in his campaign against the French and Indians on the Ohio River. Almost prophetically, this first attempt ended in failure, for as Burd reached a point near Bedford he received word of Braddock's defeat, and returned east with his woodsmen.

First surveys of the southern route for a railroad were authorized by the Pennsylvania Legislature in 1837—just a century before the first physical work on the Turnpike project was done.

In 1844 further surveys were made for the Pennsylvania Railroad, seeking a route from Harrisburg to Pittsburgh. Finally, however, the railroad chose the route up the Juniata River, and the South Pennsylvania line lay dormant again.

It was revived again in 1854, when the State legislature, empowered a company to raise funds, and chartered the Marysville, Landisville and Broad Top Railroad. Next year the name was changed to the Sherman's Valley and Broad Top Railroad. Work was started on the eastern end of the projected route, at a different location from the eastern terminus of the Turnpike, with the intention of joining the already-surveyed line in central Pennsylvania. This line was actually built up fertile Sherman's Valley, until stopped by towering Conococheague Mountain, where an unfinished tunnel marks the outpost of the venture.

In 1859 the name of the proposed railroad was changed by legislative enactment to the ambitious title, "Pennsylvania Pacific Railroad," which was retained until 1863 when it was again changed to the "South Pennsylvania Railroad," or "South Penn" as it was popularly called.

The project was revived and dropped several times during the next 20 years, but beyond keeping the charter alive, little was done until 1883 when William H. Vanderbilt took over the company. Credit for maintaining the charter, and for securing time-extensions and additional rights goes to Col. James Worrall, who became president of the company in 1854.

Then, in that roaring decade of the 1880's, when probably one fifth of the nation's present railroad mileage was built, the old South Penn right-of-way, now partly followed by the Turnpike, became the battle-ground of financial titans.

The greatest of all South Penn ventures began in New York in 1883, when the Pennsylvania Railroad threatened to enter into competition with the New York Central by building a parallel line up the west shore of the Hudson River.

In retaliation, William H. Vanderbilt, New York Central head and one-time associate of J. P. Morgan, organized a company to build the South Penn paralleling the Pennsylvania lines in Pennsylvania.

The biggest backer was Andrew Carnegie, Pittsburgh steel king, who contributed five million dollars. Carnegie welcomed the new line, for he had fought the "Pennsy" unsuccessfully for years to win lower rates for transporting his Pittsburgh steel to the seaboard.

"What do you think of it, Carnegie?" asked Vanderbilt. "I think so well of it that I and my friends will raise \$5,000,000 as our subscription," Carnegie replied. "All right," said Vanderbilt, "I'll put in another \$5,000,000."

Forty millions in stocks and bonds were floated, bought eagerly by the public. Vanderbilt organized the American Construction Company, then gave it the contracts.

Surveys—the most extensive in the history of railroad building—were re-

"... THEY BUILT BETTER THAN THEY KNEW"



Lined up in formal array for an official visit of inspection during a visit by their employers are these old-time workmen on the Pennsylvania Turnpike at Rays Hill tunnel 55 years ago. In the left foreground is Andrew W. Carnegie, heavy financial backer of the venture, with George Lauder, chief construction engineer.

sumed under the direction of Oliver W. Barnes as chief engineer, aided by William F. Shunk and a corps of 300 men. Ten-foot contour maps covering 1,000 square miles were made, and 5,000 miles of lines were run. In the fall of 1883 a definite line was adopted, and contracts for the tunnels and largest bridges were let.

Three thousand laborers poured into the mountains. Within two years, bridge piers for the line studded the Susquehanna River at Harrisburg; long cuts gashed the hilltops; long fills scarred the valleys, and the towering peaks of the Alleghenies had been pierced by nine tunnels. In all, 54 miles of line were under construction. But in financial circles behind the scenes, the death warrant of the South Penn Railroad was being written. Alarmed by the prospect of a destructive railroad rate "war," J. P. Morgan forced Vanderbilt and his backers to sell out to the Pennsylvania Railroad, which with the Baltimore & Ohio owned the right-of-way until its purchase by the Turnpike Commission.

Then, in the fall of 1885 when the job was half-finished, the incredible order "Stop Work" went out. Engineers packed up their transits, laborers dropped their tools. The roadbeds, tunnels, and bridges were abandoned to the ravages of time. As years passed, debris clogged the entrances to the tunnels, damming up the seeping waters: weeds and saplings overgrew the right-of-way that was to have been a bed of shining steel. The South Penn became a memory, revived sporadically from time to time without results. Two of the major attempts at revival were in 1908 and 1914.

In the intervening years, perfection of the automobile and motor truck brought demands for better and safer highways. It was only natural that this low grade route should be thought of as a means of avoiding the steep grades and dangerous curves on the parallel roads between Harrisburg and Pittsburgh.

Public sentiment induced the WPA to make a survey of the route and then a legislative committee was appointed to determine the feasibility of constructing such a super-highway. Its favorable recommendation resulted in passage by the Legislature of a law creating the Pennsylvania Turnpike Commission with authority to finance, construct and supervise the route.

TURNPIKE BUILDERS



In charge of building, financing, operating and maintaining the 160-mile superhighway is the Pennsylvania Turnpike Commission pictured above. Members are, left to right, Charles T. Carpenter, Thomas J. Evans, Walter A. Jones, who is chairman; Frank Bebout, and Secretary of Highways, I. Lamont Hughes, ex-officio member.

PENNSYLVANIA PAVES THE WAY

Super-highways are the next step in America's progress.

In preceding pages of this pamphlet, you have read of the public necessity for this great super-highway project and the far-reaching contributions it is now making to our economic and industrial wealth—contributions that will continue far into the future.

With great benefits accruing from just one such superhighway, consider what it would mean to the Nation at large if the government undertook a vast program of construction of super-highways, linking heavily populated regions.

Unemployment would be drastically curtailed; factories, mines and mills would be operating at capacity to provide the vast supplies of needed construction materials. Literally millions of men would be employed in direct construction and in the manufacture and transportation of the various supplies and equipment that would be utilized. The country's great metropolitan centers and trading areas would be brought closer together by hours and even days. Indispensable in times of emergency, the network would also be a major factor in the national defense program.

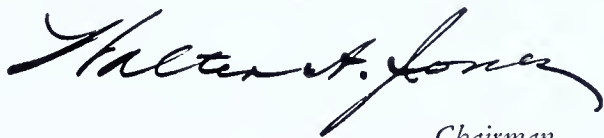
I believe such a program could be made practical without any additional government spending; simply by applying on a national scale some of the financing principles employed on the Pennsylvania Turnpike. I believe the traveling public is willing to pay for high-speed, streamlined transportation.

This work could be financed by sale of government guaranteed bonds through a Federal Authority. The bonds would be amortized over a period of years, just as the Turnpike Revenue Bonds, by fares low enough to attract the required volume of traffic, after which the network of super-highways would be made free. In the meantime, all the gasoline taxes, both state and federal, collected from traffic using this network would be used as additional funds to maintain and improve the general system of highways.

Since the government would actually be lending only its credit, the national debt would not be increased; and since the needed workmen would be hired by private contractors from the relief rolls, these agencies would be ultimately eliminated. At peak construction, the Pennsylvania Turnpike gave direct employment to some 18,000 workmen. A system of superhighways in the thickly populated sections of the United States, built on a scale comparable to the Turnpike, would employ several hundred thousand men directly and probably three times as many more indirectly. The effect on unemployment by construction of several express highways engineered by the federal government would obviously be most beneficial.

Many, undoubtedly, will decry any proposed network as being too ambitious and impractical for our day. History will answer such doubts with this admonition: "You can't stand in the way of progress."

The Pennsylvania Turnpike will be the "key" link in the forthcoming system of super-highways. It already has pointed the way to a practical solution of the unemployment problem.



Chairman.

THE PENNSYLVANIA TURNPIKE COMMISSION

WALTER A. JONES, *Chairman*

FRANK BEBOUT

CHARLES T. CARPENTER

THOMAS J. EVANS

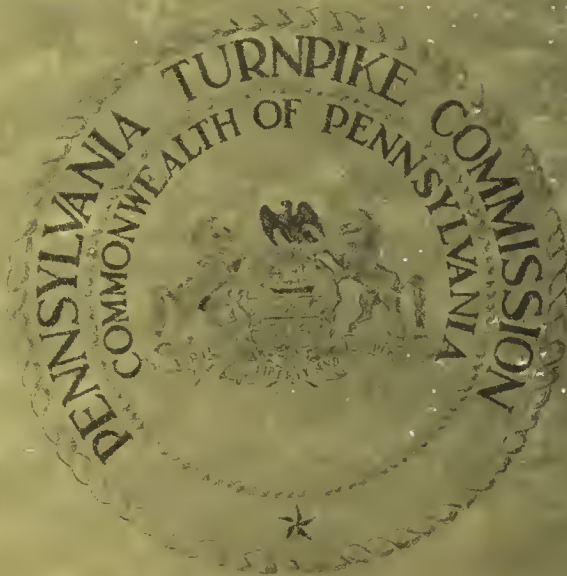
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AFFILIATED FEDERAL AGENCIES PUBLIC WORKS ADMINISTRATION

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RECONSTRUCTION FINANCE CORPORATION

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